

The China Mail

Established February, 1845.

VOL. XLVII. No. 8730.

號十月正年一千八百一十九年

HONGKONG, SATURDAY, JANUARY 10, 1891.

日初月二十寅庚

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL:

LONDON:—E. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill, GORDON & GOOTON, Ludgate Circus, E.C. BATES, HENRY & CO., 37, Walbrook, E.C. SAMUEL BEACON & CO., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. ROBERT WATSON, 15, Fleet Street.

PARIS AND EUROPE:—AMEDEE PRINCE, 35, Rue Lafayette, Paris.

NEW YORK:—J. STEWART HAPPEL, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO and American Posts generally:—BROWN & BLAINE, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.

JOYCE:—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.—SAFETY & CO., Square, Singapore. O. HENSEN & CO., Manila.

CHINA:—MACHADO, A. A. DA CRUZ, AMY, N. MACHADO, Funchal, HEDD & CO., Sines, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LINE, CRAWFORD & CO., and KELLY & CO.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250, at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may, at their option, transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent, per annum interest.

4.—Interest at the rate of 3½ per cent, per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked On *Hongkong Savings' Bank Business* in forwarders' rec'd by the various British Post Offices in Hongkong and Colombo.

7.—Withdrawals may be made on demand, but the personal signature of the depositor or his duly appointed agent, and the postmark of the Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION, F. DE BOVIS, Acting Mgr. M. age.

Hongkong, January 1, 1891. 751

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL \$2,000,000.

PAID-UP CAPITAL \$58,000.

LONDON:—4, Threadneedle Street, West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS: Fixed for 12 months, 5 per cent, per annum.

" 6 " 4 " "

On CURRENT DEPOSIT ACCOUNTS 2 per cent, per annum on the Daily Balance.

W. RUTTER, Manager.

Hongkong, September 4, 1890. 1362

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$3,163,062.50

RESERVE FUND \$5,482,127.20

RESERVE LIABILITY OF \$8,163,062.50

PROPRIETORS.

COURT OF DIRECTORS.

Chairman:—H. L. DALMUYL, Esq.

Deputy Chairman:—J. S. MOSES, Esq.

T. E. DAVIES, Esq. [S. C. MICHAELSEN, W. H. FORBES, Esq. Esq.]

H. HOPKINS, Esq. L. POMEROL, Esq.

H. J. KESWICK, D. R. SASSON, Esq.

ALEX. MC CONACHIE, Esq.

Chief Manager.

Hongkong, T. JACKSON, Esq.

MANAGER.

Shanghai, JOHN WALTER, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent, per annum on the daily balance.

On Fixed Deposits: For 3 months, 2 per cent, per annum.

" 6 " 4 per cent.

" 12 " 8 per cent.

LOCAL BILLS DISCOUNTED.

Credits granted on approved securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

F. DE BOVIS,

Acting Mgr. Manager.

Hongkong, January 1, 1891. 363

Intimations.

HONGKONG CRICKET CLUB.

LAWN TENNIS.

SINGLE HANDICAP.

ENTRIES for the above will CLOSE on SATURDAY, the 17th Inst. Members wishing to enter will please Sign the Lists which are now lying in the Hongkong Club and Cricket Pavilion.

ARTHUR K. TRAVERS,

Hon. Sec., H.K.C.C.

Hongkong, January 9, 1891. 72

THE CHINA SHIPPERS' MUTUAL STREAM NAVIGATION COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified, that a CALL of \$2 per Share on the ORIGINAL SHARES in the above Company, and further CALLS of \$2 per Share on the NEW SHARES, is hereby made and is payable to the HONGKONG and SHANGHAI BANKING CORPORATION as follows:—

Call on the ORIGINAL SHARES on or before the 15th March, 1891, and on the NEW SHARES on or before the 10th April, 1891.

INTEREST at the Rate of 10 PER CENT, per Annum will be charged on all Calls overdue.

ARNHOLD, KARBERG & CO., Agents.

Hongkong, January 9, 1891. 66

Deutsche Dampfschiffs Rhederer Zu Hamburg.

THE IMPERIAL GERMAN MAIL STEAMERS OF THE SUNDA LINE.

TAKE the FOLLOWING ROUTE.

OUTWARD—Hamburg, Amsterdam, Southampton, Genoa, Port Said, Singapore, Batavia, Samarang, Sourabaya.

HOMEWARD—ourbany, Samarang, Batavia, Singapore, Port Said, Marseilles, Amsterdam, Hamburg.

ARRIVAL IN SINGAPORE, 1891.

LEAVE GENOA, ARRIVE SINGAPORE.

Feb. 16th a.m. *Salutus* Feb. 10th

Feb. 16th a.m. *Tisar* March 13th

March 16th a.m. *Laurea* April 10th

April 16th a.m. *Prius* May 11th

DEPARTURE FROM SINGAPORE, 1891.

LEAVE SINGAPORE, ARRIVE MARESOLLES.

March 8th a.m. *Salutus* April 3rd

April 8th a.m. *Tisar* May 1st

May 6th a.m. *Laurea* June 1st

June 5th a.m. *Prius* July 1st

ACCOMMODATION FOR PASSENGERS.

The Mail steamers of the Sunda Line are fully built, and are furnished with every requisition for the Comfort of Passengers. They are fitted with the latest improvements to meet the requirements of travellers in the tropics. The whole of the Cabin, including the SALOON, are on deck, and each vessel has a special upper deck for promenade.

A HANDBOOK FOR PASSENGERS, giving every information required, can be obtained on application of the Agents.

THE SPEED OF THE STEAMERS

has been made equal to that of the leading lines hitherto known in the East, and the

MEETIN

COMMUNICATION between Singapore and the Mediterranean Ports of Europe, not calling at intermediate Asiatic Ports, offers exceptional FACILITIES for passengers and mail.

7.—Withdrawals may be made on demand, but the personal signature of the depositor or his duly appointed agent, and the postmark of the Pass-Book are necessary.

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F. DE BOVIS,

Acting Mgr. Manager.

Hongkong, January 1, 1891. 363

To Let.

TO LET.
From 1st February next.A LARGE DWELLING-HOUSE, on
ROBINSON ROAD next to Rocklands,
containing 10 Rooms, with a large Asphalt
Tennis Court, and commanding a magnifi-
cent view of the Harbour.

Apply to

JOSEPH & LEVY,
39, Queen's Road.

Hongkong, January 9, 1891. 73

MOUNT KELLETT.

TO LET—FURNISHED.

FOR 12 Months or less,
5 Rooms and TENNIS COURT.For Particulars, apply to
MESSRS. PALMER & TURNER,
Hongkong, December 11, 1890. 2142

TO BE LET.

A FIVE-ROOMED HOUSE, No. 3, "WILD
DELL BUILDINGS," Wan Chai Road
(opposite Battery).
No. 1 (corner House facing East) and
No. 6 (corner House facing West), RICH-
MOND TERRACE.—The former with
Conservatory and Tennis Lawn. Each
House contains Six Good Rooms and is
pleasantly situated.Apply to
HENRY HUMPHREYS,
Secretary,
Humphrey's Estates and Finance
Company, Limited.

Hongkong, December 30, 1890.

TO BE LET on SOLD,
On favourable terms, with Immediate
Possession.EIGHT HOUSES at "MOUNTAIN VIEW,"
Pak Distict, near Plunkett's Gap.
It sold, part of the Purchase money can
remain on Mortgage.Apply to
JOHN A. JUDD,
Secretary,
The Austin Arms Hotel and
Building Company, Ltd.

Hongkong, October 4, 1890. 2252

K U W L O O N .

TO LET.
Possession from 1st February.THE KOWLOON LAND & BUILDING CO.,
ESTATE.HEALTHILY situated 5-ROOMED
HOUSES, with Bath Rooms Com-
plete, Splendid View. Moderate Rent.
Gas laid on.Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, January 3, 1891. 30

TO LET.

With Immediate Possession.

NO. 17, PRAYA CENTRAL
A Spacious GOWDON—suitable for
Solicitor or Scrivener (lately occupied by
MESSRS. BLACKBURN & CO.)Also,
OFFICES—(above) Messrs. DUGLAS
LAIR & CO.'s Premises).Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, December 16, 1890. 2164

HONGKONG ICE COMPANY, LTD.

TO LET.

THAT Suite of OFFICES on the FIRST
Floor of the Company's Premises in
ICE HOUSE LANE, at present occupied by
MESSRS. HOLLOWAY, WISE & CO., with entrance
from Queen's Road. Possession from 1st
March next.Also,
ONE GODOWN on the GROUND FLOOR
which can be let in connection with the
above Office, or separately as desired.
For full Particulars, apply to the MANA-
GER of the Depot, or toJARDINE, MATHESON & CO.,
General Managers.

Hongkong, January 27, 1890. 167

TO LET.

GODOWNS, BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, December 24, 1890. 2226

TO LET.

NOS. 7, 9 & 11, SEYMOUR TERRACE.
No. 4, OLD BAILEY STREET.
ROOMS in COLLEGE CHAMBERS.OFFICES and CHAMBERS in CON-
NAUGH HOUSE, Queen's Road Central.
OFFICES in VICTORIA BUILDINGS,
TUSCOLUM, MAGAZINE GAP.
No. 3, GOUGH HILL, The Peak—FUR-
NISHED.Apply to
DAVID SASSOON, SONS & CO.
Hongkong, December 10, 1890. 93

TO BE LET AT THE PEAK.

ON Reasonable Terms, "CRATIGIE-
BURN," containing DINING, DRAWING,
RECEPTION ROOMS, OFFICES and 20 BED-
ROOMS, with 2 TENNIS COURTS.Apply to: THE SECRETARY,
Peak Hotel and Trading Co., Ltd.,
Hongkong.

Hongkong, December 11, 1890. 2114

TO LET.

WITH IMMEDIATE POSSESSION.
THE MARINE HOTEL,
Situate on the Praya, opposite to the
old P. & O. Wharf, comprising 22 BED-
ROOMS, DINING-ROOM, BILLIARD-ROOM, BAR,
&c.Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, December 16, 1890. 2165

A RAMBLE THROUGH SOUTHERN
FORMOSA.—By Mr. G. TAYLOR.This Article, which has been reprinted
from the China Review, contains one of the
best Sketches of Formosa life yet written.A few roughly-executed Woodcuts are
included in the pamphlet.May be had—Price, \$1—1st Messrs. LANE,
CRAWFORD & CO., and Messrs. KEAY &
WALSH, LIMITED, Hongkong; also, Mr. N.
MOALE, Amoy.

Insurances.

QUEEN FIRE INSURANCE CO.
PANY.THE Underinsured, Agents for the above
Company, are prepared to ACCEPT THE
RISKS against FIRE at Current Rates.NOKU-ON A Co.
Agency.

Hongkong, July 15, 1891. 1340

TO-DAY'S ADVERTISEMENTS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND
TAIWANFOO.The Co.'s Steamship
"FORMOSA,"Captain LEWIS, will be
despatched for the above
Ports on TUESDAY, the 13th instant, at
Daylight.For Freight or Passage, apply to
DOUGLAS LAIR & CO.,
General Managers.

Hongkong, January 10, 1891. 10

THE EQUITABLE LIFE
ASSURANCE SOCIETY
OF THE
UNITED STATES.RUSSELL & CO.,
Agents.

Hongkong, November 14, 1890. 1954

TO-DAY'S ADVERTISEMENTS.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE Forty-Ninth Ordinary Half-Yearly
MEETING of SHAREHOLDERS in
the Company will be held at the Offices
of the Company, No. 14, B. & B. Building,
Queen's Road Central, on FRIDAY,
30th Instant, at 12 o'clock Noon, for the
purpose of receiving a Report of the Direc-
tors, together with a Statement of Accounts,
declaring a Dividend, and electing Auditors.The Transfer BOOKS of the Company will be
CLOSED from the 17th to 30th

Instant, inclusive.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, January 10, 1891. 75

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CRAWFORD & CO., and Messrs. KEAY &
WALSH, LIMITED, Hongkong; also, Mr. N.
MOALE, Amoy.

Business Notices.

HONGKONG TRADING COMPANY, LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE CO., LTD.)

TAILORS AND DRESSMAKERS.

FANCY COSTUMES

DESIGNS AND PRICES ON APPLICATION.

EARLY ORDERS RESPECTFULLY REQUESTED.

57

Vessels Advertised as Loading.

Destination	Vessels	Agoats	Date of Leaving
Bremen & Ports of Call	Prussia (s)	Jan 18, at 11 a.m.	
London	Lauret (s)	January 20	
London	Pakding (s)	About January 20	
Marsilia, via Saigon	Yanguo (s)	Jan 15, at noon	
New York, via Suez Canal	Guy Manning (s)	Jan 22, at 1 p.m.	
S. Francisco, via Japan	China (s)	Feb 3, at 1 p.m.	
Pacific Mail S. S. Co.	Pacific (s)	Jan 13, at noon	
O			

INGENIOUS engineers suggest that the artisan skill may be developed, by means of electrical appliances, into a powerful and cheap source of almost unlimited power.

ARE BIRTHS DIMINISHING IN THE UNITED STATES?—The fact that the total population of the United States has fallen below the popular estimate of 64,000,000 is likely to call attention to the fecundity of American women. Not long ago a sensational newspaper took a census of the children in certain fashionable quarters of the city, and brought to light the fact that comparatively few children glutted the spacious lawns of Murray Hill, and that the birth-rate here was alarmingly low. The birth-rate of Massachusetts brings out some interesting facts in regard to the percentage of married women having no children, which may set some of the hasty critics of the census to thinking. We find that one-fifth of the native married women of Massachusetts are childless. It is said that in no country save France can a similar condition of affairs be found. On the other hand, instead of over 20 per cent, only 13.7 per cent of the foreign-born married women of Massachusetts are childless. What is true of this State is undoubtedly, in a greater or less degree, true throughout the country. The time has come when we must face the fact that the increase of population by birth is decreasing—the tendency of the times among well-to-do Americans is to small families, and that one-fifth of our native married women are childless.—*New York Press.*

BALDWIN'S PARACHUTE PERFORMANCE.

There was a large assemblage at the Race-course this afternoon to witness the parachute performance by the Baldwin Brothers, but unfortunately for the performers the great majority of the spectators chose to enjoy a gratis show outside the enclosure. There was no lower dive on this occasion, the balloon ascent and parachute descent constituting the whole programme. The exhibition however lasted a good deal longer than was intended, owing to the first balloon coming to grief. The upper portion of the balloon was of new cloth, and it showed its quality by splitting when put to the test. This accident fortunately occurred before it had carried the balloonist more than a few feet from the ground and consequently nothing worse happened to the performer than the few scratches and knocks incidental to his dropping in a clump of bamboo trees. The elder Baldwin was quite equal to the emergency and asked the spectators to wait for a few minutes as there was another balloon handy, which would be inflated as soon as possible, and the younger Baldwin had no sooner got his feet on the ground than he set to work making preparations for the inflation of balloon Number Two, responding to his brother's 'How do you feel, Willie' with a cheerful 'All right.' Part of the necessary preliminaries to getting the second balloon ready was the passing of a rope through pulleys fixed at the end of a couple of tall poles, and the question 'Anybody here who can climb a pole?' was answered by several volunteers eager to distinguish themselves. These were mostly of the class of men who go down to the sea in ships, and they all seemed to think themselves capable of going up to the top of a pole in their stockings. Their attempts, however, were not so successful as they seemed to expect, but they afforded the audience a good deal of amusement. At length one pole was topped by a gallant tar and the other by a Chinaman, and in a few minutes later the second balloon was inflated. On being let go it shot up rapidly and took a westerly direction, carrying the balloonist quickly away from the Racecourse. The height attained was not so great as on the occasion of the previous exhibition, as the balloon was being carried rapidly towards the west. The parachute spread itself beautifully and the descent was very pretty. It was impossible to see where the parachutist alighted, and as it was getting dark the spectators did not wait for his return to the Race-course.

'FRAGRANT WATERS' MURMUR.
That Hongkong is veritably a place for the production of uno-wa's wonders. That the most ugly and ignominious of these wonders was the *Namoa* Tragedy, and it scarcely lasted the traditional nine days.

That residents who know the Colony, and who can realize the danger of a revolting of piracy here, can scarcely credit the cruel apathy shown by the powers that be.

That probably in no other part of the civilised world would such a tragedy have been passed over with so slight an official reference as has been made to this dastardly attack.

That here in the very centre of Foreign commerce, and in the place where pirates and murderers were wont to hang by the dozen, not a hand has been uplifted to avenge these murders on a British vessel committed within forty miles of our Harbour.

That although the leaders of the pirates is well known and although it is shrewdly suspected where he is to be found, not a cent has been offered as a reward for his apprehension.

That I have already ascertained that the Hongkong Jubilee will to many fall like an ill-placed and feeble attempt at rejoicing until some honest attempt be made to administer Justice to the *Namoa* pirates.

That I might go farther, and state that until a reward is offered for the arrest of the leader of that awful crime, not a cent should be spent upon any rejoicing for our so-called Jubilee.

That it may be said that the blow struck by the *Namoa* finds full upon us at a time when the Administration was about to pass from Mr. Fleming to Governor Des Vœux.

That the impetuosity of all concerned might have given a slip to the now energy brought into play by the experienced Governor; but that, also, nothing is heard of in these days but fancy dress and Jubilee balls!

That I suppose our high authorities are made of different stuff to what they were twenty years ago.

That sure I am the late Sir Richard MacDonnell would have left no stone unturned to have 'brought these scoundrels to book, and he would have put off these rejoicings, I verily believe, until the main object of administration had been attained.

That the remarks made by Captain Ashton on the absence of prompt action, or of action of any kind, come from one who has a right to be heard, for such neglect on the part of the authorities may mean life or death to coasting skippers.

That Captain Ashton can recall the days when the ever-ready gumbots shot around like mosquitoes, dealing death and destruction to pirates and piratical craft.

That there can be no doubt that sturdy old Captain realises the difference between that time and now, and mourns over it. That the Jubilee Programme looks fairly smooth, and complete, but it is said that some things have fallen through, owing to those concerned not having been consulted.

That the assumption that everything must give way to the public may be a lofty idea, but is one which H. E. the General, H. E. the Admiral, or the worthy Stewards of the Jockey Club might not see their way to adopt.

That the Pony Racing has been deemed likely to seriously interfere with the Race Meeting of the Jockey Club, and the equestrian sports will therefore be limited to Polo ponies.

That the details of the Naval and Military Review are not yet known, though the Admiral of the Station may be otherwise engaged by Jubilee week.

That the General Commanding will doubtless work in harmony with the Civil authorities, though it is not conceded that the Jubilee Committee have power to order a March-past.

That I see a leading resident, by the aid of a well-made Map of Hongkong, has endeavoured to show the road to a permanent Jubilee Memorial.

That it may be this is the better way, though I hear now of other rival plans.

That your table of 'The Great Shrike' is a sad list, but it must be read in connection with another table, as yet unpublished, of 'The Great Infatuation.'

That I make no covert allusion here to the admirable performance given by the King of the Astronauts on the Happy Valley, whose only shrinkage was caused by those who looked at him without paying.

That it may be said without fear of contradiction that this is not the Jubilee year for the Hongkong Cricket Club.

That the hopes too rashly based upon the powers of the Hongkong Team could not have been dashed or 'dunkey' by the rheumatiz.

That the entire Team must have collapsed, owing to the too festive festivities and lack of capitalities of their Singapore opponents.

That the Straits Team should have had their revenge is perhaps bearable, seeing they have accomplished it upon their 'native heath.' But

That Colombo should share in knacking out and trampling on the fair chivalry of the Hongkong Cricketers—well, what remains to us now to jubilate over?

That perhaps the Team may settle down in the Straits for a month or two and learn the game, before returning to the shadow of the City Hall.

That one of the Thrashed Team would be a popular costume for the next Fancy Dress Ball.

That another of those inexplicable acts of the Executive is the reprieve of the murderer Teang Li, who was sentenced to death for hacking another man to death with an axe.

That if holding a balloon means a suspension of the administration of Justice on the Island, then I for one say, 'Away with such jibes.'

That W. F. Mackintosh—in the main I do not agree with what the last witness said. I think the searching of passengers' luggage around this Island is like swarming dragon's teeth which will rise and rend the fabric of security for life and property.

That we do not possess too much security as it is.

That the quality of mercy, especially when applied to such hardened criminals of the Chinese type, must be and is 'strained' around the exacting of Justice, and it is to be feared the worst results will too soon be apparent.

That it is remarkable at last to find the Hongkong Land Investment Company seeking an extended sphere for their business.

That it may be years before this Company recovers from the effects of that marvellous new name, with premium, but the step now taken is perhaps the only way out of this difficulty.

That residents fondly hoped that at first had ended in Hongkong.

That the first the other night comprehended nearly all the worst features of fire-extinction.

That the leading officers were not present, the tide was out, there was no water, and the fire-alarm had to be waited for while the fire burned.

That the houses across the street caught fire, and were burnt.

That our Water Authority has at his old tricks again, and the officers of the Brigade also were caught napping.

That the month before China's New Year is not the heat time for these vagaries.

ERBWNIE.

That Brownie's is a little too bad on the Hongkong team. He evidently has not yet seen the telegram we published in another part of the paper.—E. C. M.

THE NAMOA PIRACY CASE.

SUGGESTIONS AS TO PREVENTIVE MEASURES.

Mr. Wodehouse resumed his inquiry into this case at the Magistrate's to-day.

Gilbert Bruce Eldridge, chief officer of the *Namoa*, recalled.—The examination shed I referred to the other day as desirable is one similar to that which is now 'on the Canton steamer wharf. I would suggest that the duty of preventing passengers from coming on board from boats ought to rest with the Government. As a rule we commence to receive passengers twelve or eighteen hours before the steamer starts. The Government might place an officer on board the steamer 24 hours before, to prevent passengers from boarding from boats.

I don't think cargo should be treated in the same way as passengers' luggage; that might be taken on board from boats. I presume the Government might pay the expenses of the preventive service by raising the tonnage dues or something of that kind. That is, in my opinion, what ought to be done. In the case of ships now lying alongside a wharf, the preventive officer on board might receive permission by permit from one of the wharfs where the passengers' luggage could be previously examined. I don't think it would be sufficient simply to search the luggage of passengers. Chinese passengers are very seldom transferred from one ship to another without landing. I should say the examination should apply only to Chinese passengers at board ship as well as at the office. Under the system I contemplate passage money is paid on board ship as well as at the office. Under the system I contemplate passage money might still be paid on board. Sometimes passengers arriving late have not an opportunity of going to the office, as it is not always open. Tickets might be issued at the examination shed instead of the office, but I don't think it would be an improvement. Passengers do not take their tickets individually; in most cases a boarding-house man takes ticket for a number of passengers. All the company concerns itself with is that the money is received. I think there ought to be a personal examination of the passengers as well as of their luggage. I would suggest that just before the steamer starts, after the ladders are up, detectives might go round and see that no notorious bad characters were on board.

His Worship.—Would it not be well that measures should be taken to prevent bad characters from coming to Hongkong by steamer?

The Witness.—At the ports of examination is already made by the Customs. I think all officers of the ship should be efficiently armed. I think each officer should have a revolver and a Winchester repeating rifle in his berth, and that the same arms should be placed in the wheel-house and the engine-room.

His Worship.—Would it not be well that in the case of the arrest of the perpetrators of this daring outrage but of the lamented deaths of Thomas Guy Pocock, Light-house-keeper Petersen and others, that the British occupation of Hongkong there were already small Chinese Schools in existence in the villages of Wai-ping-sing, Little Hongkong and Aberdeen. Each of these schools counted probably, by ten years, a large attendance of some ten boys. These schools, on an average 50 per annum, with their five teachers, represent, previous to the advent of the English, the entire school-going population of Hongkong, about 19 per cent. of the whole of the inhabitants.

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Mails.

NOTICE.

COMPAGNIE DES MASSACHUSETTS MARITIMES. VÉQUEBOTS POSTE FRANÇAIS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 15th January, 1891, at Noon, the Company's S.S. YANGTSE, Commandant LARTIGUE, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 14th January, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX.

Agent.

Hongkong, January 2, 1891. 20

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

BATAVIA.....THURSDAY, 5th Feb.

THE Steamship BATAVIA, sailing at Noon on THURSDAY, the 5th Feb., 1891, will proceed to VANCOUVER, via INLAND SEA, KOBE AND YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG FIRST CLASS.

To Vancouver and Victoria.....\$210.00

To Port Townsend, Seattle, Tacoma \$213.00

To Portland, Oregon.....\$220.00

To Winnipeg, Minneapolis, St. Paul \$261.00

To Chicago, Kansas City, Milwaukee \$275.00

To St. Louis, Detroit, Cincinnati, \$280.00

To Hamilton, Kingston, London, (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington, \$290.00

To Quebec, Boston, Portland (Maine) \$295.00

To Halifax, St. John's.....\$305.00

To Liverpool.....\$325.00

To London via Liverpool.....\$330.00

To Paris and Bremen.....\$345.00

To Havre and Hamburg.....\$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officers in service of China, and Japan, and to Government officials.

For First and second class only. Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for—

6 months at 25 per cent. off Return Fare

3 months at 50 per cent. off Return Fare

(Times is reckoned from the "date of landing to date of re-embarkation at Vancouver")

Passengers to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who reembark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European Points will be issued available for 12 months at double fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

CONSULAR INVOICES OF GOODS FOR UNITED STATES Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCELS must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to

ADAMSON, BELL & CO.

Agents.

Hongkong, January 8, 1891. 65

INTIMATIONS.

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES.

Reprinted from "The China Mail."

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready,

and may be had at the

Office of this Paper,

Messrs. LANE, CRAWFORD & CO.,

Messrs. KELLY & WALSH'S,

And Mr. W. BREWEN'S.

Price. 50 Cents.

THE CHINESE MAIL

(Wah-Ts'e-Yat-Po.)

THIS paper is now issued every day.

The subscription is fixed at Five

Dollars per annum delivered in Hong-

kong, or Eleven Dollars Forty Cents in-

cluding postage to Coast ports.

It is the first Chinese newspaper ever

issued under purely native direction.

The chief support of the paper is of course

derived from the native community,

amongst whom also are to be found the

guardians and securities necessary to

place it on a business and legal footing.

The projectors, basing their estimates

upon the most reliable information

available from the various Ports in China and Japan.

From Australia, California, Singapore, Pen-

nang, Saigon, and other places frequented by

the Chinese, consider themselves justified in

guaranteeing a large and ever-increasing

circulation. The advantages offered to

advertisers are therefore unusually great,

and the foreign community generally will find

it to their interest to avail themselves of

them.

The field open to a paper of this descrip-

tion—conducted by native efforts, but

progressive and anti-slaveholding tone—is

almost limitless. It is on the one hand

complaints Chinese belief and interests

while on the other it deserves every aid

that can be given to it by foreigners.

Like English journals it contains Editorials,

with Local, Shipping, and Commercial

News and Advertisements.

Subscription orders for the above may be

sent to

GEO. MURRAY BAIN,

China Mail Office.

THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

ON SUNDAY, the 18th day of January, 1891, at 11 a.m., the Company's

S.S. PREUSSEN, Captain REINHOLDSEN,

with MAILED, PASSENGERS, SPECIE

and CARGO, will leave this port as above,

calling at GENOA.

Shipping Orders will be granted till

Noon. Cargo will be received on board

until 4 p.m. Specie and Parcels until 3

p.m. on the 17th January. (Parcels

are not to be sent on board; they must be

left at the Agency's Office.) Contests and

Value of Packages are required.

The Steamer has splendid Accommodation

and carries a Doctor and Stewardess.

For further particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, December 22, 1890. 2311

Printed and published by GEO. MURRAY

BAIN, at the China Mail Office, No. 5,

Wyndham Street, Hongkong.

TO TELL THE AGE OF A HORSE:

SOME ODDITIES OF EXPERTISE DUE TO
WALTER BROWN PRINTERS.

THE TONGUE.
"The boneless tongue, so small and weak,
Can crush and kill," declared the Greek.
"The tongue destroys a greater horde,"
The Turk has it, "than does the sword."
The Persian prov. "I wish with a
A lengthy tongue, an early death."
Ors' sometimes takes this form instead:
"Don't let your tongue eat your head."
"The tongue can speak a word whose speed,
Says the Chinese, "eclipses the steel."

While Arab says this import:
"The tongue's great storehouse is the heart."

From Hebrew wit this maxin sprung:
"Though foot should slip, never let the tongue."

The sacred writer crowns the whole:
"Who keeps his tongue doth keep his soul."

—Chicago Globe.

Patress (dissatisfied with dietary restrictions)—Look here, Doctor, I'm not going to starve to death just for the sake of living a little longer.

It is a melancholy fact and much to be regretted that good people who want only what is right and true get what is left—Dallas, Texas, Nov.

To tell the age of any horse,
Look at the lower jaw, of course.
The six front teeth the tale will tell,
And every doubt and fear dispel.

The middle "nippes" you behold
Before the colt is two weeks old;
Before eight weeks two more will come;
Eight months the "corners" eat the gun;

The outside grooves will disappear
From middle two in just one year.

In two years from the second pair;
In three, the "corners" too, are bare.

At two, the middle "nippes" drop;

At three, the second pair can't stop;

When four years old, the third pair goes;

At five, a full new set doth show.

From middle "nippes" upper jaw,
At nine the black spots will withdraw.

The second pair at ten are white;

Eleven finds the "corners" light.

As time goes on the horsemen know
The old teeth three-sided grow;

The younger get, project before

Till twenty, when we know no more.

—Spare Moments.

TYPOGRAPHICAL ECOCRITICITIES.

SOME ODDITIES OF EXPERTISE DUE TO
WALTER BROWN PRINTERS.

Quite recently, says All the Year Round, a London daily, concluded its obituary notice of the late Baron D'Orsay as follows: "A great Irishman has passed away. God grant that many as great, and who as wisely shall have their country, may follow him." Not long ago an American paper gave a curious account of a Western millionaire. This concluded by observing that he arrived from California twenty years ago with only one cent to his back; and since then he has contrived, by close application to business, to accumulate ten million."

A Newcastle paper, again, had the following, the composition, no doubt, of the advertiser: "The Gleamer is one of the finest and easiest boats on the Tyne; her accommodation is in every respect good and comfortable, her crew skillful, steady and obliging, being now painted and decorated for pleasure trips."

The leading paper in Queensland, a few months ago, in reviewing a book, remarked: "There need be no demand no longer for Jules Verne's and other blackguards' works of imagination." But the next issue had the correction: "For 'other blackguards' pleasure read 'Rider Haggard's.'" A financial paper read: "—Lord Salisbury, W. H. Smith and Ballou, who are always telling lies, by that our agitation, etc. The

correction afterward appeared, 'Are always telling us.'

A ludicrous effect is sometimes produced by the intermingling of the mattock and the pick-axe. A Lancashire oven having a pocket of coal ashes in it, a Lancashire wheel, revolving 90 times a minute, exploded in the city of Liverpool after a long and painful illness. The driver was a prominent member of the local Amalgamated Association. Another Lancashire man said the lines:

"A little knowledge is a dangerous thing;
Drink deep, or taste 'tis the apert spring."

A N.Y. GAME OF CARDS.

IT IS CLAIMED THAT "WALEED" WILL SUPPORT THE WHOLE GAME OF CARDS.

"Waleed" is the name of a new game of cards that has caused a flutter in society.

From the furor that has followed its introduction into the charmed circle it would seem that what is to be pushed into the background to make room for the new game. The fair votaries of fashion, usually prone to abominable cardplaying, have yielded to its fascination, and "Waleed" has received a boom that will tend to make it one of the most popular of card games. At present poker, euchre and whist have lost ground in favor of the new game.

In its terms and the names of the points to be made, Waleed coincides with it. Bret Harte suggestion. Reminis-

Merchant Vessels in Kowloon Harbour.

Exclusive of late Arrivals and Departures reported to day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

- From Green Island to the Gas Works.
- From Gas Works to Jardine's Wharf.
- From Jardine's Wharf to the Harbour Master's Office.
- From Harbour Master's to the P. and O. Co.'s Office.
- From P. and O. Co.'s Office to Peddar's Wharf.
- From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kowloon Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Vessel's Name.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Business or Agents.	Destination.	Remarks.
Steamers							
Alwine	3 b	Bendixen	Ger. str.	400	Jan. 9	Wieland & Co.	Holbow, &c.
Asagao	3 b	Seick	Japan. str.	1568	Jan. 10	Mitsui Bishi	Nagasaki
Avocet	3 c	Rowan	Brit. str.	1005	Jan. 10	A. G. Morris	Kowloon Dock
Cheung Hock Kuan	3 c	Greenell	Brit. str.	956	Aug. 20	Bauhin Chao	Kowloon
Chungtu	3 c	Phillips	Brit. str.	1459	Jan. 1	Butterfield & Swire	Kowloon
Chow Fa	3 c	Phillips	Brit. str.	1055	Jan. 1	Yuen Fat Hong	Bangkok
Chusan	3 c	Wade	Brit. str.	623	Jan. 1	Malchers & Co.	Kowloon
Doria	4 c	Rehbein	Ger. str.	771	Jan. 1	Russell & Co.	London, &c.
Dorset	3 b	Daniel	Brit. str.	1716	Jan. 1	Jardine, Matheson & Co.	Swatow, &c.
Eokkang	3 b	Hogg	Brit. str.	609	Jan. 1	Douglas Steamship Co.	To-day
Haiyan	3 c	Samuelson	Ger. str.	741	Jan. 1	Malchers & Co.	Shanghai
Meres	5 b	Asheton	Brit. str.	1182	Jan. 1	Douglas Steamship Co.	London, &c.
Samoa	5 b	Peterson	Ger. str.	650	Jan. 1	Ed. Schellhas & Co.	Coast Ports
Ningpo	3 b	Goddard	Brit. str.	826	Jan. 1	Douglas Steamship Co.	Shanghai
Pembroke	5 b	Danckert	Brit. str.	762	Jan. 1	Siemsen & Co.	Shanghai
Phra Nang	5 b	Watson	Brit. str.	1717	Nov. 18	Adamson, Bell & Co.	Swatow & Bangkok
Pilot Fish	5 b	Horani	Brit. str.	1021	Jan. 1	Yuen Fat Hong	To-morrow
Scophow	5 b	Qual	Dan. str.	999	Jan. 1	H. K. & W. D. Co.	Singapore
Taisang	3 c	Jackson	Brit. str.	1505	Jan. 10	Jardine, Matheson & Co.	Swatow
Thalea	5 b	Hunter	Brit. str.	819	Dec. 10	Douglas Steamship Co.	Singapore
Thibet	5 b	Brown	Brit. str.	1766	Jan. 1	P. & S. N. Co.	To-day
Thuan An	5 c	Wong Ling Sing Chi	Str. str.	255	Dec. 11	Chinap	Chinap
Velox	3 c	Johnson	Ger. str.	638	Jan. 1	Wieland & Co.	Bangkok
Whampoa	5 c	Clegg	Brit. str.	1103	Jan. 1	Butterfield & Swire	To-day
Yuenang	3 c	Slesser	Brit. str.	1105	Jan. 1	Jardine, Matheson & Co.	Shanghai
Sailing Vessels							
Altair	8 b	Munn	Brit. bge.	399	Dec. 22	Wieland & Co.	San Francisco
B. P. Clancy	8 c	Humphreys	Amer. bge.	1239	Dec. 31	Dowell & Co.	
Coloma	3 c	Noyes	Amer. bge.	314	Jan. 10	Order	
Elmhurst	8 b	Mackenzie	Brit. str.	1712	Jan. 1	Malchers & Co.	
Japan	5 c	Yamia	Port. bge.	398	Jan. 17	Conte & Co.	
Jenny	5 b	Bado	Amer. str.	47	Jan. 1	Master	
John Baileys	3 b	Shopherd	Ger. bge.	700	Jan. 1	Master	
Kristina Nilsson	3 c	Boysen	Brit. str.	280	Dec. 18	Wieland & Co.	
Landskrona	3 c	Boyd	Brit. str.	1370	Jan. 1	Jardine, Matheson & Co.	
Lothair	3 c	Boyd	Brit. str.	203	Dec. 22	Wieland & Co.	
Mabel Taylor	3 c	Durkin	Brit. str.	1293	Jan. 1	Order	
Marie Berg	3 c	Hindrichs	Ger. str.	636	Dec. 23	Wieland & Co.	
Santa Cruz	3 c	O'Keefe	Brit. str.	592	Nov. 29	Wieland & Co.	
Sant Mercedes	3 c	Munizaga	Port. str.	245	July	Master	
St. Nicholas	3 c	Carver	Amer. str.	1723	Nov. 16	Calowitz & Co.	
Velocity	3 c	Martin	Brit. str.	491	Nov. 25	Order	

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at
Alacrity	dispatch- vessel	1700	4	3180	Capt. Chas. H. Adair	Hongkong
Caroline	corvette	1400	14	1440	Captain Clatterbuck	Hongkong
Cordelia	cruiser 3rd class	2350	10	2420	Captain H. T. Grenfell	Manila
Egeria	surveying ship	740	—	—	Captain A. M. Field	Hongkong
Esk	g.b. 3rd class coast defence	1003	—	—	Lieut.-Com. Denison	In reserve
Firebrand	gunboat 2nd class	455	4	460	Captain Robt. W. Cradock	Hongkong
Hercules	cruiser	1420	8	1190	Captain William H. May	Yokohama
Impératrice	twincrow battle ship	8400	10	10000	Captain Burges Watson	Hongkong
Leander	cruiser 2nd class	4300	10	5500	Commander V. A. Tisdall	Hongkong
Linnet	gun- vessel 2nd class	750	5	1050	Captain J. B. Balfour	Hongkong
Mercury	cruiser	3730	13	7290	Captain G. H. Yonge	Hongkong
Merlin	gunboat 2nd class	430	4	430	Captain Com. Hewett	Yokohama
Pigmy	gunboat	755	6	1200	Captain E. G. Ross	Shanghai
Plover	gunboat	755	6	1200	Commander W. N. White	Hongkong
Porpoise	steel torpedo cruiser	1730	6	3500	Captain L. S. Dawson	Hongkong
Rambler	surveying vessel	830	3	130	Captain G. H. Bengal	Hongkong
Rattler	gunboat 1st class	715	6	1200	Captain F. W. Freeman	Nagasaki
Redpole	gunboat	805	—	—	Captain Hall	Hongkong
Severn	corvette	4650	12	600	On a cruise	
Solent	torpedo mining launch	150	—	—	In reserve	
Torpedo Boat No. 35	gun- vessel 2nd class	750	5	1010	On a cruise	
Torpedo Boat No. 36	—	95	—	—	In reserve	
Tweed	g.b. 3rd class coast defence	3683	14	340	Commodore E. J. Church	Hongkong
Victor Emmanuel	receiving ship	5157	14	—	Commander Clifford	Hongkong
Wandor	sloop	925	—	760	—	Hongkong
Waven	coast defence ship, armoured	2760	4	1400	—	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

* H. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at
Admiral Koroleff	Russian armored cruiser	6000	18	7000	Captain Alexeoff	Singapore
Admiral Nakhimoff	Russian armored cruiser	8000	22	8000	Captain Podoloff	Japan
Aleut	Russian gunboat	800	—	—	Captain Parcenye	Nagasaki
Alliance	U. S. gunboat	615	—	—	Captain H. C. Taylor	Yokohama
Armen	Spanish cruiser	1903	—	—	Captain A. Soler	Hongkong
Chapouz	French gunboat	470	4	450	Commander Journet	On a cruise
Djiggit	Russian cruiser	1200	—	—	Commander Nikonoff	Shanghai
Dit	French gunboat	489	—	—	Captain Ascher	Singapore
Incognit	French gunboat	800	—	—	Captain de Jonquieres	Shanghai
Krasnar	Russian corvette	1300	—	—	Capt. Rojetstvetsky	Singapore
Lutin	French gunboat	485	4	425	Captain Néry	Touron
Marion	U. S. corvette	1900	7	1170	Commander Dyer	Nagasaki
Monocacy	U. S. sloop	1370	6	1470	Captain Com. M. L. Johnson	Yokohama
Omaha	U. S. corvette	2400	12	1150	Capt. Cromwell	Nagasaki
Palos	U. S. gunboat	420	6	500	Capt. Craig	Hakodate
Pluvier	French gunboat	540	—	420	Lieut.-Commander Lepied	Hongkong
Sao Lina	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Hongkong
Sivouch	Russian cruiser	900	1	1000	Commander Katherinoff	Shanghai
Sophie	German cruiser	2100	—	—	Captain Herking	Singapore
Swartha	corvette	—	—	—	Commander John McGowan	Kota
Teo	Portuguese gunboat	500	3	100	Capt. De la Noe	Macau
Triomphante	French cruiser	4500	—	—	Captain Mayet	Yokohama
Villars	French cruiser	—	—	—	Commander Com. Coratella	Hakodate
Vipere	French gunboat	480	4	425	Captain Roach	Shanghai
Vultur	Italian gunboat	346	—	—	Captain T. J. T. Coates	Yokohama
Wolf	—	—	—	—	Captain Khitell	Singapore
Zrinyi	Austrian corvette</					